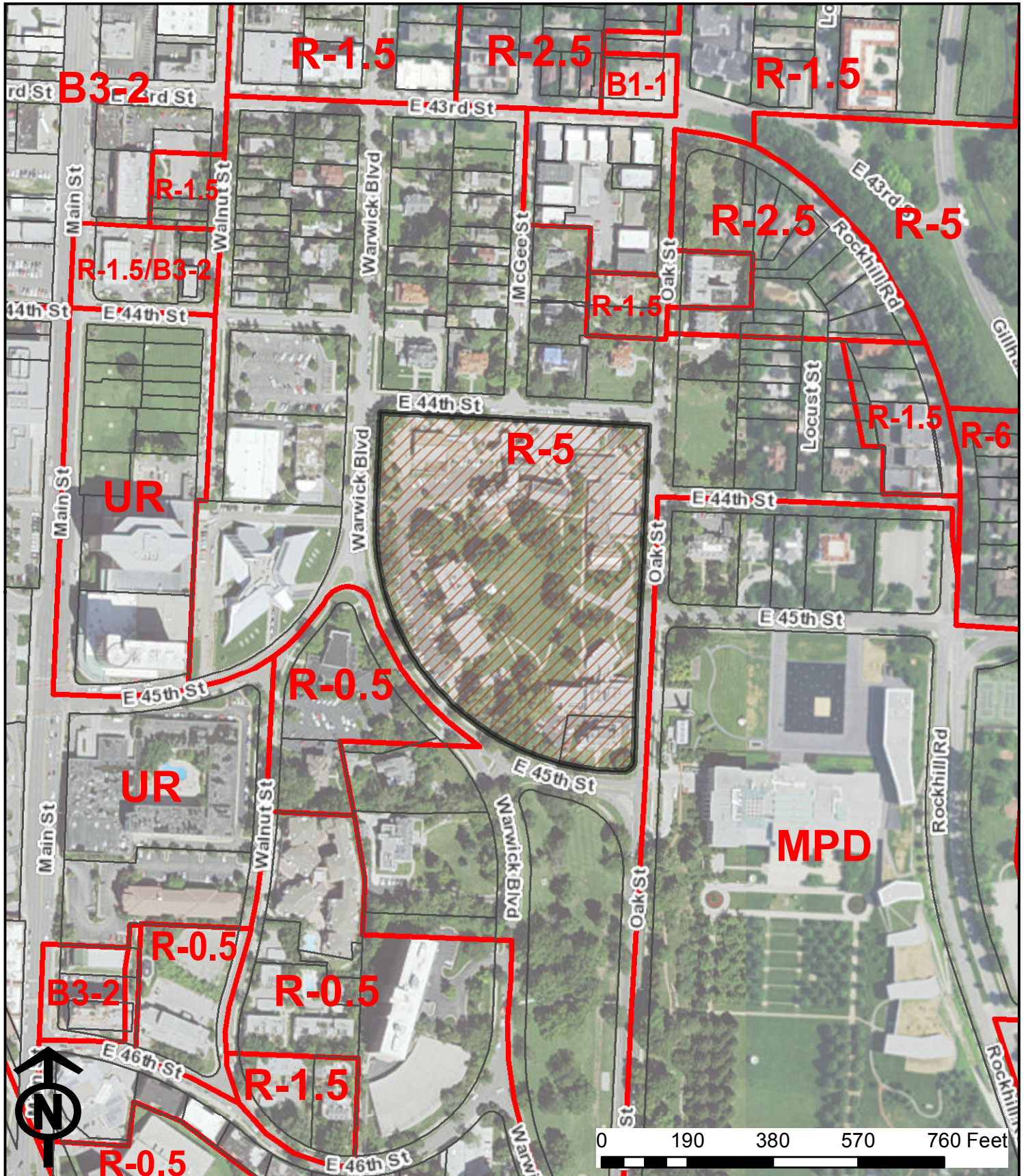


# 9610-MPD-4

## 180389

Case No. 9610-MPD-4 – Request to rezone approximately 12.7 acres consisting of 1.22 acre located at 4419 Walnut Street (between Walnut Street and Warwick Boulevard); 8.68 acres bounded by E. 44th Street on the north, Oak Street on the east, E. 45th Street on the south, and Warwick Boulevard on the west; 0.74 acre at the northeast corner of E. 44th Street and Oak Street; 0.49 acre at the northwest corner of E. 44th Street and Oak Street; and 1.57 acre at 4538 Warwick Boulevard from District R5 (Residential 5) to District MPD (Master Planned Development) and approve a preliminary MPD plan to allow construction of new structures, additions, and parking lots.







**City Planning and Development Department  
Development Management Division**

**kcmo.gov/planning**  
15th Floor, City Hall  
414 East 12th Street  
Kansas City, Missouri 64016-2795  
(816) 513-8801

**STAFF REPORT    City Plan Commission    April 17, 2018    (13)**

---

**Re:**                            **Case No. 9610-MPD-4:**  
Request to rezone from District R5 (Residential 5) to District MPD (Master Planned Development) and approve a preliminary MPD plan to allow construction of new structures, additions, and parking lots.

**Location:**                    Approximately 8.68 acres bounded by E. 44<sup>th</sup> Street on the north, Oak Street on the east, E. 45<sup>th</sup> Street on the south, and Warwick Boulevard on the west

**Applicant:**                    **Laura Snow, Kansas City Art Institute**

**Agent:**                        **Dan Musser, Newmark Grubb Zimmer**  
[dmusser@ngzimmer.com](mailto:dmusser@ngzimmer.com)

**Prior Cases:**

**Case No. 9610-A** – On June 23, 1985, the Board of Zoning Adjustment dismissed a request for a school plan, at the request of the applicant.

**Case No. 9610-A-1** – On June 22, 2004, the Board of Zoning Adjustment granted a variance to allow parking within the front yard of a residential zoning district to allow for a parking lot (at the NEC of the campus), granted a variance to the required side yard setback of a parking lot in the amount of 9 inches from the north property line to allow for a parking lot, and granted a variance to the required front yard setback of a school in the amount of 12 feet, 1 inch from the east property line to allow for an addition to an existing building.

**Case No. 9610-A-2** – On July 27, 2004, the Board of Zoning Adjustment granted a variance to allow parking within the front yard along Warwick Boulevard for an expanded parking lot.

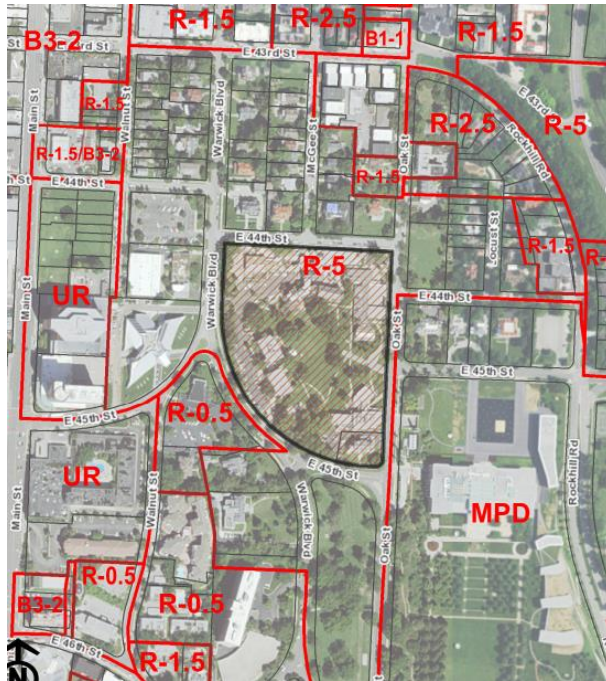
**Case No. 9610-A-3** – On March 22, 2005, the Board of Zoning Adjustment granted a variance to the required front yard setback from the east property line to allow construction of an addition to an existing building at 4446 Oak Street.

### Existing Conditions/Surrounding Land Uses:

The property is the site of the Kansas City Art Institute (KCAI), with several educational and residential structures. Current zoning is R-5, which permits an educational institution.

Surrounding land use is single family residential to the north and east; single family residential and the Nelson-Atkins Museum of Art to the east; public park, multi-family and single-family residential, and church to the south/southwest; and the Kemper Museum of Contemporary Art to the west.

KCAI owns several properties surrounding the 8.68 acres included within the current request for rezoning and MPD plan approval.



### Plan Revisions:

Since originally submitted, several of the KCAI owned properties have been removed from the MPD development plan, due to concern from some neighbors about potential development of those sites. Additionally, as requested by staff, some content of the “Kansas City Art Institute Campus Master Plan” dated November 2017 has been incorporated into this MPD plan to ensure that these concepts are followed.

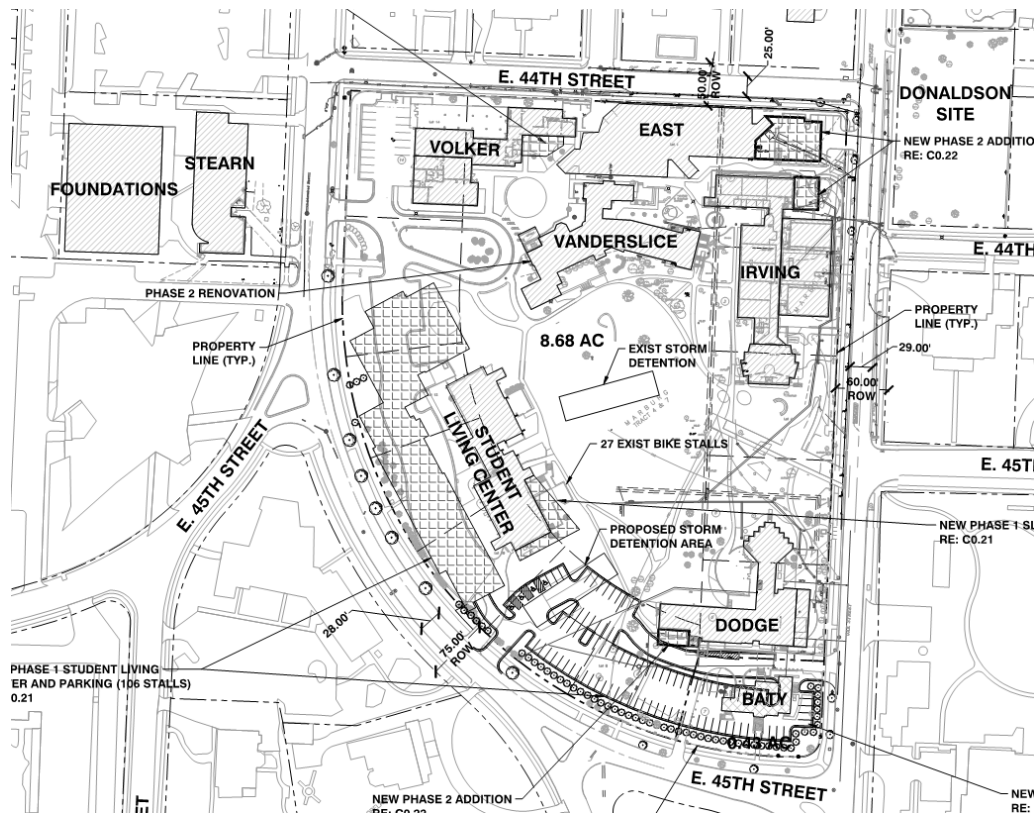
### Area Plan:

The property is within the Midtown Plaza Area Plan. Proposed institutional use is appropriate. District and Neighborhood design guidelines of the plan have been incorporated into this MPD plan.

## Request for Rezoning and Plan Review:

The applicant requests rezoning from District R-5 to District MPD and approval of a master planned development. This will enable KCAI to proceed with planning improvements to that portion of their property within the boundaries of this plan.

### *Overall Master Plan (Ultimate Proposed Development)*

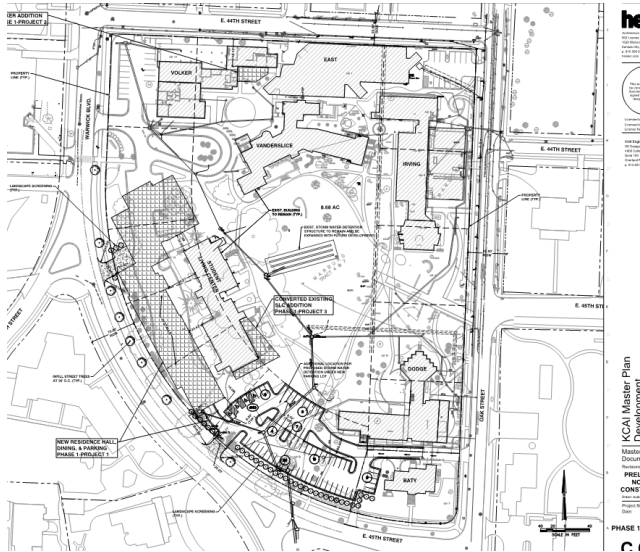


Improvements will occur in two phases, adding 113,000 sq. ft. of floor space. Proposed heights have been determined to comply with recommendations of the Midtown Plaza Area Plan, in consideration of existing building heights on the property.

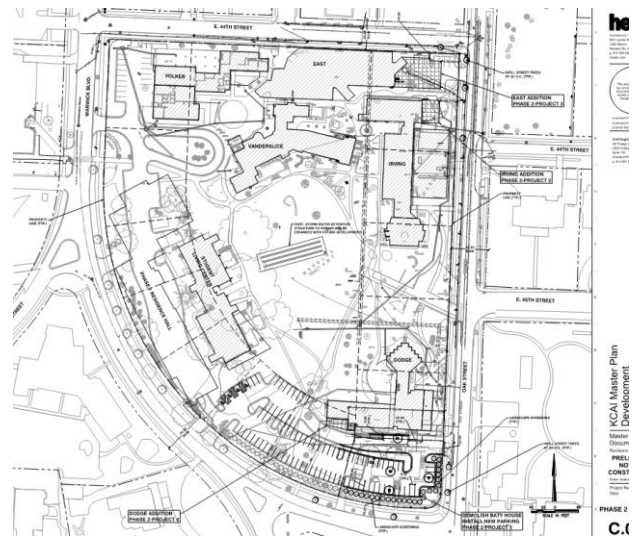
Phase 1 proposes construction of a new residence hall and dining area. The 90,000 sq. ft. structure, with 37 parking spaces, will contain 4 stories and basement. Also proposed during this phase are a one-story, 1,500 sq. ft. addition to Volker and a four-story, 10,000 sq. ft. addition to the student living center. A new surface parking lot will be constructed between the student living center and Baty House.

During Phase 2, Baty House will be demolished and replaced with a 23 space surface parking lot, at the northeast corner of Oak Street and E. 45<sup>th</sup> Street. This is an extension of the Phase 1 parking lot. Additions to three buildings are proposed, including a one-story, 2,500 sq. ft. addition to Irving; a two-story, 4,000 sq. ft. addition to East; and a one-story, 1,000 sq. ft. addition to Dodge.

### *Phase 1*



### *Phase 2*



### **Boulevard & Parkway Standards (88-323):**

- In regard to setback for the proposed student living center from Warwick Boulevard, the plan shows a setback of 2.46 ft., in compliance with the Boulevard & Parkway standards required 20 ft. maximum setback from a boulevard.
- The plan does not portray compliance with of the Zoning & Development Code. Section 88-323-02-B.1. requires that all parking be a minimum of 30 ft. from the boulevard right-of-way line. A setback of 18.21 ft. is shown for the proposed parking lot to be located north of the intersection of Warwick Boulevard and E. 45<sup>th</sup> Street. The applicant requests, with approval of this MPD plan, that a variance be granted.

### **Parking:**

Staff and applicant have discussed whether the provision of parking along Warwick Boulevard is appropriate. The existing surface parking lot will be replaced by the new student living center, with 37 parking stalls in that structure. The new surface parking lot, north of the intersection of E. 45<sup>th</sup> Street and Warwick Boulevard, is primarily on E. 45<sup>th</sup> Street. That lot will be built in two phases, providing 69 units during Phase 1 and an additional 23 spaces during Phase 2, after demolition of Baty. Due to the locations of Baty and Dodge (to remain), potential locations for additional parking to serve KCAI are limited.

Eventually, parking in the amount of 301 spaces will be provided. This includes 174 spaces on the “core” campus, 93 spaces on the peripheral campus, and 34 spaces that are leased from area property owners. KCAI’s parking need exceeds the amount required by zoning (105 spaces, based upon 630 students and 168 staff) but does not meet practical needs. The applicant, as requested by

neighborhood representatives, has sought to share parking with other area institutions and property owners to alleviate the demand and reduce the need for parking intrusion into the neighborhood.

**Final MPD Plans:**

Final MPD plans will be submitted to City Plan Commission for review and approval, as required by the Zoning & Development Code. It is expected that these individual projects will comply with the Midtown Plaza Area Plan design guidelines that have been incorporated into this MPD submittal. Further, as there has been significant neighborhood involvement, staff recommends the following condition of approval:

“For any final MPD plan submitted to City Plan Commission for review and approval, that the *developer* notify any property owner, any registered neighborhood organization, and/or registered civic organization whose boundaries include the subject property, and all owners of property within 300 feet of the subject property.”

*The City does not send notice of final MPD plans, so it will be incumbent upon the applicant to do so in this case.*

**Recommendation:**

**Case No. 9610-MPD-4:**

Request to rezone approximately 8.68 acres bounded by E. 44<sup>th</sup> Street on the north, Oak Street on the east, E. 45<sup>th</sup> Street on the south, and Warwick Boulevard on the west from District R5 (Residential 5) to District MPD (Master Planned Development) and approve a preliminary MPD plan to allow construction of new structures, additions, and parking lots.

*City Planning & Development Department staff recommends approval, subject to the following conditions:*

*Conditions per Patty Noll, Development Management Division of City Planning & Development ([Patty.Noll@kcmo.org](mailto:Patty.Noll@kcmo.org)) (816) 513-8826*

1. That the plan be revised to:
  - a. Revise acreage on Development Site Summary Table (should be 8.68 rather than 12.637, as properties have been removed from the rezoning);
  - b. State, on the plan: “For any final MPD plan submitted to City Plan Commission for review and approval, that the *developer* notify any property owner, any registered neighborhood organization, and/or registered civic organization whose boundaries include the subject property, and all owners of property within 300 feet of the subject property.” (Note: the City is not required to provide notice of project plans.)

*Further plan corrections per Richard Allen, Parks & Recreation:*

- c. Provide note on plans listing number of dormitory rooms (to enable parkland fee calculation);



- d. Show all trees to be removed for utilities, grading, and/or street improvements by denoting the area with a label of "TREES TO BE REMOVED." Tree removal may be shown as individual trees for linear construction or by the acre for large areas of site disturbance.
  - e. Show all individual or areas of trees to be preserved within the limits of the plan area by denoting the area with a label of "TREES TO REMAIN."
2. For any final MPD plan submitted to City Plan Commission for review and approval, that the **developer** notify any property owner, any registered neighborhood organization, and/or registered civic organization whose boundaries include the subject property, and all owners of property within 300 feet of the subject property."
  3. As a condition of issuance of a building permit, prior to issuance of a final certificate of occupancy, all landscaping as shown on the approved plan, including trees, plant material and structural elements, must be in place and healthy, as certified by a sealed letter submitted by a registered landscape architect licensed in the State of Missouri.

***Conditions per Amy Bunnell (amy.bunnell@kcmo.org), Land Development Division, City Planning & Development (816) 513-2509***

4. The developer shall submit a Storm Drainage analysis from a Missouri-licensed civil engineer to the Land Development Division evaluating proposed improvements and impact to drainage conditions. Since this project is within a "Combined Sewer Overflow" (CSO) district, the project shall be designed to retain rainfall of 1.5 inch depth over the entire site of each project to simulate natural runoff conditions and reduce small storm discharge to the combined sewer system. Manage the 10-year storm and 100-year storm per currently adopted APWA standards. The analysis shall be submitted prior to issuance of any building permits, and the developer secure permits to construct any improvements required by the Land Development Division prior to issuance of any certificate of occupancy.
5. The developer shall submit verification of vertical and horizontal sight distance for the drive connections to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.
6. The developer must pay impact fees as required by Chapter 39 of the City's Code of ordinances as required by the Land Development Division.
7. The developer must pay impact fees as required by Chapter 39 of the City's Code of ordinances as required by the Land Development Division.
8. The developer must integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.

9. The developer submit a letter to the Land Development Division from a Licensed Civil Engineer, Licensed Architect, or Licensed Landscape Architect, who is registered in the State of Missouri, to identifying sidewalks, curbs, and gutters in disrepair as defined by Public Works Department's "OUT OF REPAIR CRITERIA FOR SIDEWALK, DRIVEWAY AND CURB revised 11/5/2013" and based on compliance with Chapters 56 and 64 of the Code of Ordinances for the sidewalks, curbs, and gutters where said letter shall identify the quantity and location of sidewalks, curbs, gutters that need to be constructed, repaired, or reconstructed to remedy deficiencies and/or to remove existing approaches no longer needed by this project. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary along all development street frontages as required by the Land Development Division and prior to issuance of any certificate of occupancy permits including temporary certificate occupancy permits.
10. The developer must obtain the executed and recorded city approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting.
11. The owner/developer must submit plans for grading, siltation, and erosion control to Land Development Division for review and acceptance, and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
12. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by the Land Development Division prior to issuance of a building permit to connect private system to the public sewer main and depending on adequacy of the receiving system, make other improvements may be required.

***Conditions per Nimesha Senanayake (Nimesha.Senanayake@kcmo.org), Project Manager, Main Extensions, Water Services Department (816) 513-0460 and Mark Griffin (Mark.Griffin@kcmo.org) Water Services Department***

13. That the developer review flow requirements along Warwick Boulevard.
14. That the developer comply with Water Services Department requirements in regard to potential water main replacement and new services.

***Conditions per Richard Allen, Parks and Recreation Department (Richard.Allen@kcmo.org or 816-513-7713***

15. That the developer pay money in lieu of parkland fee in for multifamily (dormitory) units in satisfaction of the Zoning & Development Code.

*Calculation is as follows:*

# of units (not stated on plan) x 2.0 persons/multi-family unit x 0.006 acres/person = x acre  
x acre x \$37,662.28 (average cost of parkland per acre for 2018) = total to be determined



16. That the developer follow the Boulevard and Parkway Standards established by Ordinance 150544 and described in Sections 88-323, 88-405-D, 88-450, 88-810-192, 88-810-512, 88-810-1108 and 88-810-2165 for work along Warwick Boulevard.
17. That the developer submit a streetscape plan with street tree planting plan for approval and permitting by the Parks and Recreation Department prior to beginning work in the public right of way.
18. That the developer submit a letter to the Parks and Recreation Department from a Licensed Civil Engineer, Licensed Architect, or Licensed Landscape Architect, who is registered in the State of Missouri, stating the condition of the sidewalks, curbs, and gutters along Warwick Boulevard. The letter must identify state of repair as defined in Chapters 56 and 64 of the Code of Ordinances for the sidewalks, curbs, and gutters. It shall identify the quantity and location of sidewalks, curbs, gutters that need to be constructed, repaired, or reconstructed. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary along all development street frontages, as required by the Parks and Recreation Department, prior to recording the plat.

***Condition per Jeffrey G. Bryan, Capital Projects Division, Public Works Department (Jeffrey.Bryan@kcmo.org or 816-513-9865):***

19. Unless otherwise approved by the city planning and development director, all loading and unloading spaces and related maneuvering areas must be located on the subject lot and may not be located in the right-of-way.

***Conditions per Bill Watson, Development Services, Plans Review Division, City Planning & Development Department (Bill.Watson@kcmo.org or 816-513-1574):***

20. Exterior walls must comply with fire resistance requirements of IBC table 602.
21. The maximum area of exterior wall openings must comply with IBC 705.

**Respectfully Submitted,**  
Patricia A. Elbert Noll, Planner  
[Patty.Noll@kcmo.org](mailto:Patty.Noll@kcmo.org)  
(816) 513-8826



**Development Guidelines**

- Design buildings to provide human scale, interest, and variety using the following techniques:
  - Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
  - Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
  - Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians' sense of security, and introducing a human scale to street-level building frontages.
- Building orientation and massing should respond to the existing character and built environment.
  - Architectural materials should complement the character of the existing built environment.
  - Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.
  - New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
  - Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
  - This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.

**Structured Parking**

- Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
- The exterior finish and architectural articulation of any visible parking structures should reflect the level of detail of surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged.
- Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street.
- Screening should not reduce visibility for "natural surveillance."

**Building Placement**

- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.

**Parking**

- Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
- Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
- If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
- Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.
- Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.

**Natural Resource Preservation**

- Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character and drainage patterns.
- Manage storm water runoff as part of the overall open space system.
- Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.

**Transitions**

- When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green/Open Space Transitions techniques should be the primary transition technique used:
  - Architectural Transitions include:
    - Use similar building setbacks, height, roof forms, and massing.
    - Mitigate any larger mass of buildings with façade articulation.
    - Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
    - Use complementary materials, architectural character, and orientation of buildings.
    - Building elevations facing a less intensive use shall provide "finished" edges using materials consistent with primary elevations and adjacent neighborhood.
  - Reduce building height, scale, and intensity of use as development moves closer to low intensity areas
  - Green/Open Space Transitions include:
    - Small green spaces, courtyards, squares, parks and plazas.
    - Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc...
- A combination of landscaping, walls, and / or fences should be used where other transitions tools are not possible or not adequate.
- Transitions and screening should not mask areas from view and decrease "natural surveillance."
- Developments should be designed to minimize ingress or egress from non-residential uses into adjacent residential neighborhoods

**Screening**

- Screen all trash dumpsters, storage areas, service areas, loading areas and mechanical and technology equipment with a combination of landscaping, decorative walls, fences and/or berms.
- Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.
- Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.
- Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.
- All screening should be designed to maintain visibility for "natural surveillance" and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.

**Pedestrian Access**

- Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
  - The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street.
  - All buildings, plazas, open space and parking areas within a development
  - All internal streets/drives to sidewalks along perimeter streets;
  - Major pedestrian destinations located within the adjacent areas, including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops and park n rides;
- Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.

**Vehicular Access**

- Locate major entry driveways away from building entrances where pedestrians cross.
- Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
- Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible.

**Neighborhood Guidelines**

**Guidelines for Neighborhoods:**

- Transitions should be provided between varying uses and developments of differing intensity and scale. Transitions should fit within the context of the area, utilizing the techniques listed in the Citywide "Transitions and Screening" section.
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns.
- Natural areas should be accessible to the neighborhood and connected to greenways where possible.

**District Development Guidelines**

- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas.
  - It is important to ensure a harmonious interface with adjacent neighborhoods, nodes and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity.
  - Locate buildings, parking lots and access to avoid conflicts with adjacent areas.
  - Service facilities, loading docks, parking lots and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing or walls.
- New development should reflect and complement that character by incorporating key materials and building styles; utilizing consistent building heights and setbacks, massing, scale and pattern; and including similar or complementary uses.
- Development within districts should generally avoid being overly insular. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas.
- High quality architectural finishes should be used on all buildings facing adjacent areas.
- Districts are regional attractions and therefore should be designed to ensure a high level of access and way finding for all modes of transportation.
- Districts should generally be walkable, bikeable and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service (see Walkability Plan) throughout.
- Districts should include a clear way finding system for both pedestrians and vehicles, which directs visitors to key destinations and parking.
- Districts should include individual gateway features which establish an overall gateway theme for the district (see Citywide Guidelines for Gateways). Where topography permits, key view sheds and view corridors should be established and utilized to create a gateway effect as visitors approach the district.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

**CONCEPTUAL LANDSCAPE MASTER PLAN DESCRIPTION**

**Landscape Spine**  
Park as Infrastructure (NS)

The campus retains a special relationship to the history of parks in Kansas City and it is manifested in the direct connection of the Green to Southmoreland Park and the park system. The Green is a key element of the Landscape Spine, inextricable from Vandalia Hall. It is worthy of recognition, renovation, and stewardship for many reasons, including its relationship to the Meyer residence; as an important work of George Kessler; for its connection to Southmoreland Park; and for its role in the life of KCAI. Opportunities to improve pedestrian connection to the south will greatly strengthen the legibility of this north-south spine and improve safety and connection to the Library.

**Art Ribbon**  
Two Showrooms and a Factory (EW)

KCAI is an essential component in a constellation of important Arts Institutions. The east-west path that connects these institutions to each other and to Main Street should be distinguished to further enhance institutional relationships and engage the public. The LFP suggests where this pathway might best be located and offers several ways that it can be realized.

**Streets**  
Cultivating Campus in an Urban Neighborhood

KCAI is a campus within the context of an established residential neighborhood. Streets shape the campus and serve as vital infrastructure for circulation. As such, well designed streets and intersections are critical to the safety of the campus and to the overall landscape aesthetic. Recommendations include street tree varieties for each street, improved circulation and crossings, and other issues to be coordinated with the relevant city departments.

**Thresholds**  
Composition and Meaning

As a small, compact campus, primary entry into the campus is focused around four important thresholds. These threshold moments set the aesthetic tone for the campus and are composed experiences that emphasize the core values of the Institution noted previously (Park, Partners, Balance, Scale). These thresholds are important enough to warrant careful consideration and design to reinforce their legibility and impact.

**InterSPACE**  
Space of Community, Experimentation, and Expression

The development of the campus has evolved to form a double layer of buildings that form the core campus perimeter. The resulting interspace has thus become the active and charged spaces within Campus. It should be a place of meeting, making, experimentation, and change. The LFP identifies these spaces on campus and suggests how they might be further created through the construction of proposed new buildings. A series of "Material Gardens" are suggested that can further bring color, experimentation, experimentation, and variety to the campus landscape.

Combined, the five landscape typologies provided clarity for the design team and the Institute, becoming the guiding principles that informed the planning effort and the standard by which each campus development proposal was evaluated.



Licensee's Name  
Licensee's Discipline  
License Number

Civil Engineer  
SK Design Group  
4600 College Boulevard  
Suite 100  
Overland Park, KS 66211  
p. 913.451.1818

**KCAI Master Plan  
Development**  
Kansas City Art Institute  
4415 Warwick Blvd  
Kansas City, MO 64111

Master Plan Documents

Revisions:

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

Drawn: Author Checked: Checker

Project No. 17-164  
Date: 02.14.18

**DEVELOPMENT  
GUIDELINES**

**C.040**



**LEGAL DESCRIPTION**

**LEGAL DESCRIPTION TRACT 4**  
 LOT 7 MARBURG, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF.

**LEGAL DESCRIPTION TRACT 7**  
 ALL OF LOT 6 AND THE SOUTH 10 FEET OF LOT 5, MARBURG, AN ADDITION IN KANSAS CITY, JACKSON COUNTY, MISSOURI.

**AND:**  
 ALL OF MARBURG EXCEPT LOTS 6, 7 AND THE SOUTH 10 FEET OF LOT 5, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI.  
 TRACTS 4 & 7 COMBINED CONTAIN 395,430 SQUARE FEET OR 9.078 ACRES MORE OR LESS.

THE LEGAL DESCRIPTIONS FOR TRACTS 4 AND 7 WERE TAKEN FROM FIRST AMERICAN TITLE INSURANCE COMPANY'S TITLE POLICY NO. OP 5575982, CASE NO. ML26355, DATED AUGUST 18, 2000.

**Development Site Summary Table**

Item	Description
a	<b>Zoning</b>
Existing =	R-5
Proposed =	MPD
b	<b>Total Land Area</b>
Existing =	12.637 AC
Proposed =	12.637 AC
c	<b>Net Land Area</b>
Existing =	12.637 AC
Proposed =	12.637 AC

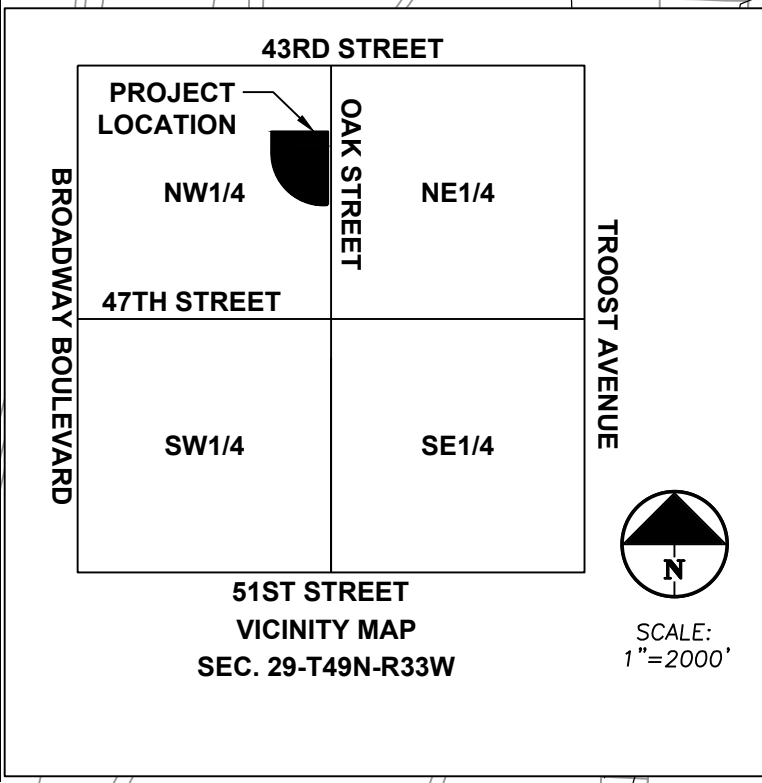
Improvement/Building	Existing Location	Use	Height above Grade	No. of Floors	Size/floor (Square Feet)	Total Floor Area
Phase 1 - Project 1	New	Residence Hall and Dining	48'-0"	4 (plus basement)	28,000	90,000
Phase 1 - Project 2	Volker	General Academic	20'-0"	1	1,500	1,500
Phase 1 - Project 3	SLC	General Academic	Match Exist.=50'-0"	4	3,000	10,000
Phase 2 - Project 1	Baty House	Surface Parking Lot				
Phase 2 - Project 2	Irving	General Academic	20'-0"	1	2,500	2,500
Phase 2 - Project 3	East	General Academic	35'-0"	2	4,000	8,000
Phase 2 - Project 4	Dodge	General Academic	16'-0"	1	1,000	1,000
						<b>113,000</b>

1. Height is measured from the average grade elevation to the top of roof elevation  
 2. Building areas listed do not include basements

**Building Coverage & Floor Ratio**

FAR= 0.43

Vehicle Parking	
Student Ratio	0.10
Students=	630
Required Student Spaces	63
Staff Ratio	0.25
Staff=	168
Required Staff Spaces	42
Total Required Spaces	105
Planned Spaces	301
Core Campus	174
Peripheal Campus	93
Leased	34
Bike Parking	
Short term Ratio =	10% of Req'd. Veh. Parking
Required Spaces =	11
Provided Spaces =	11



**LEGEND**

- [Hatched Box] EXISTING BUILDING TO REMAIN
- [Cross-hatched Box] EXISTING BUILDING TO BE REMOVED
- [Grid Box] NEW BUILDING/ADDITION
- [Dashed Line] PROPERTY LINE INCLUSIVE OF MPD (TYP.)
- [Dotted Line] LOT LINE (TYP.)

**KCAI MPD Design Standards**  
 January 30, 2018

Site landscape plan per the Master Plan. Landscape will be designed to enhance buildings and screen academic uses from adjacent residences. Lighting will be controlled at the property lines so as not to impact the adjacent properties. Parking and trash will be screened with fencing, berms and / or landscaping.

New buildings will be contemporary yet compatible with surrounding buildings and the campus, and will be comprised of either pitched and / or flat roofs. New buildings to have a scale that will complement existing structures and their respective heights will not exceed 35' or two stories. One exception will be for the new student housing & dining building. The new student housing & dining will be generally equivalent to height of existing Student Living Center (SLC) and Vanderslice Hall. Exterior materials will be of high quality and durability, such as; brick, terra cotta, concrete, stone, glass, metal, fiber cement, wood, or ceramic tile.

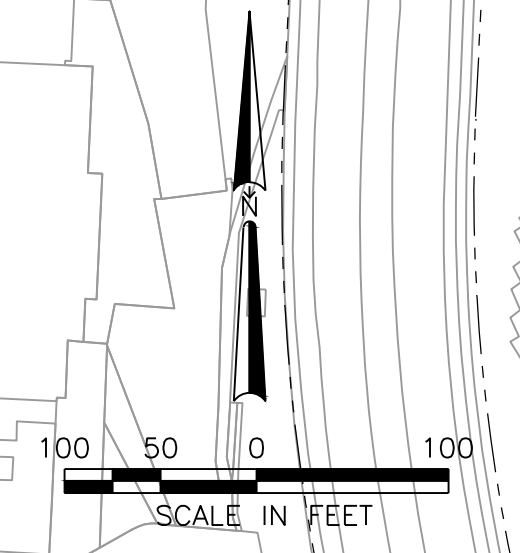
Once a building is programmed and funded, the architect is hired. Approvals for each individual building project within the MPD will require submittal of each site and building design separately to the City after meetings with neighborhood, for site layout, landscape and building design. Each goes through a public hearing and CPC meeting, as well as in the case of the Donaldson site, an additional historic district approval by the Landmarks Commission.

No zoning changes are proposed for Mineral Hall and Advancement residences that are currently R-5 and would require a Special Use Permit and BZA approval to be anything other than a residence. KCAI intends to sell them after moving these functions housed to the campus.

J&G, Fiber, Block Artspace, Jannes, Ceramics and Foundation will stay as currently zoned and are not part of the MPD. The existing Student Living Center would be converted to academic use including a new addition. KCAI will work with the neighborhoods on the repositioning of J&G.

**NOTES**

- THE EXISTING DETENTION SHALL BE EXPANDED FOR FOR FUTURE STORM DETENTION REQUIREMENTS ALONG WITH ADDITIONAL STORAGE BEING PLACED AT THE SOUTH END OF THE PROPERTY.
- ALL CAMPUS BUILDINGS REFERENCED WITHIN THIS PLAN ARE SHOWN FOR GENERAL REFERENCE. THE PROPERTIES CONTAINING THE BUILDINGS LISTED IN THE DEVELOPMENT TABLE SHALL BE A PART OF THE MPD REZONING.



Architecture + Design  
 MO License No. 000720  
 1629 Walnut  
 Kansas City, Missouri 64108  
 p. 816 300 0300  
 helixkc.com

Licensee's Name  
 Licensee's Discipline  
 License Number

Civil Engineer  
 SK Design Group  
 4600 College Boulevard  
 Suite 100  
 Overland Park, KS 66211  
 p. 913.451.1818

**KCAI Master Plan  
 Development**  
 Kansas City Art Institute  
 4415 Warwick Blvd  
 Kansas City, MO 64111

Master Plan Documents

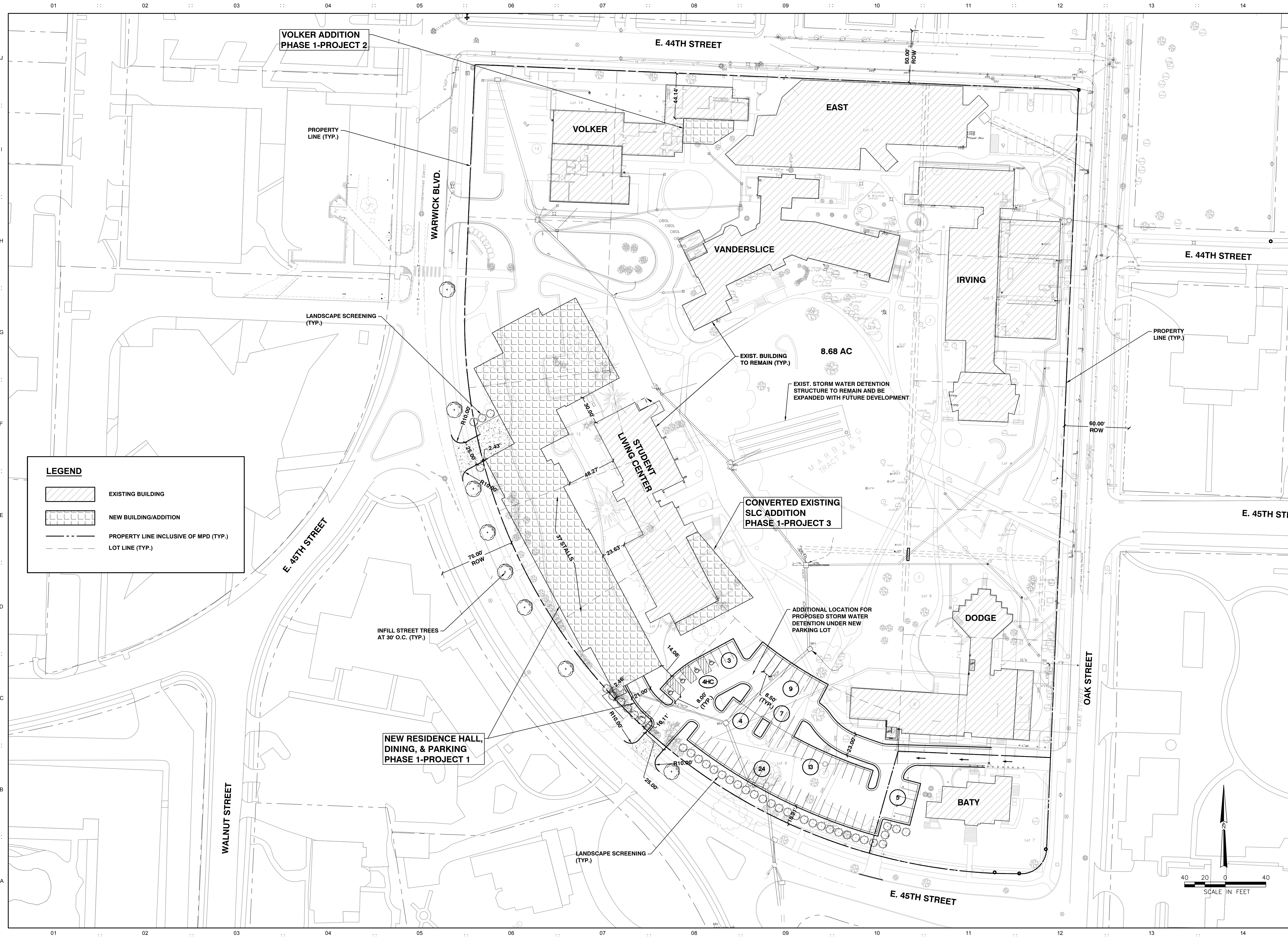
Revisions:  
**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

Drawn: Author Checked: Checker  
 Project No. 17-164  
 Date: 02.14.18

**ULTIMATE PROPOSED  
 DEVELOPMENT**

**C.010**





**LEGEND**

- EXISTING BUILDING
- NEW BUILDING/ADDITION
- PROPERTY LINE INCLUSIVE OF MPD (TYP.)
- LOT LINE (TYP.)

**helix.**

Architecture + Design  
 MO License No. 000720  
 1629 Walnut  
 Kansas City, Missouri 64108  
 p. 816 300 0300  
 helixkc.com

This media should NOT be considered a certified document unless sealed, signed and dated by the design professional

Licensee's Name  
 Licensee's Discipline  
 License Number

Civil Engineer  
 SK Design Group  
 4600 College Boulevard  
 Suite 100  
 Overland Park, KS 66211  
 p. 913.451.1818

**KCAI Master Plan Development**  
 Kansas City Art Institute  
 4415 Warwick Blvd  
 Kansas City, MO 64111

Master Plan Documents

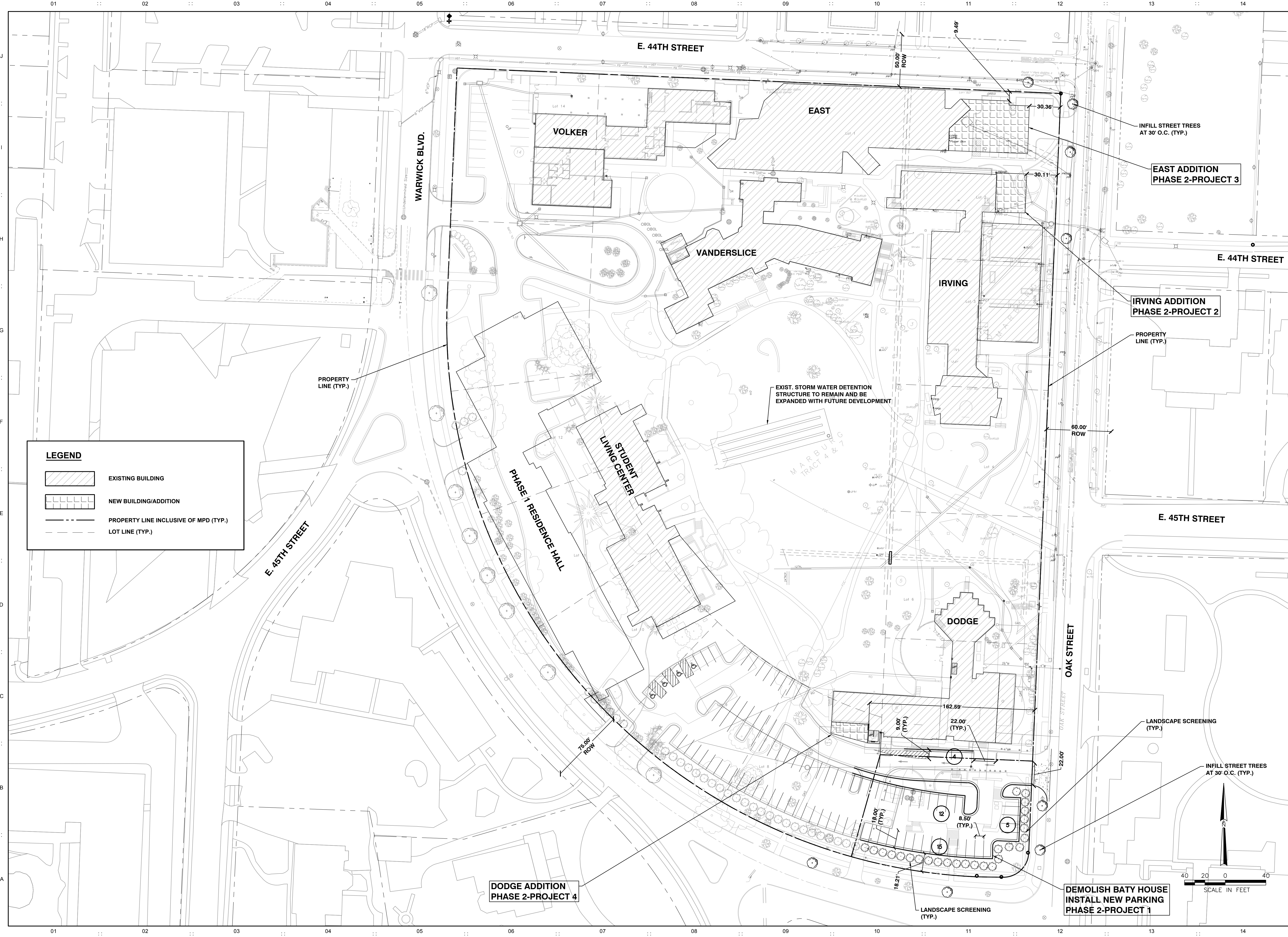
Revisions:  
**PRELIMINARY NOT FOR CONSTRUCTION**

Drawn: Author Checked: Checker  
 Project No. 17-164  
 Date: 02.14.18

**PHASE 1 SITE LAYOUT**

**C.021**  
 Copyright © 2017 Helix





**LEGEND**

- EXISTING BUILDING
- NEW BUILDING/ADDITION
- PROPERTY LINE INCLUSIVE OF MPD (TYP.)
- LOT LINE (TYP.)

This media should NOT be considered a certified document unless sealed, signed and dated by the design professional

Licensee's Name  
 Licensee's Discipline  
 License Number

Civil Engineer  
 SK Design Group  
 4600 College Boulevard  
 Suite 100  
 Overland Park, KS 66211  
 p. 913.451.1818

**KCAI Master Plan Development**  
 Kansas City Art Institute  
 4415 Warwick Blvd  
 Kansas City, MO 64111

Master Plan Documents  
 Revisions:  
**PRELIMINARY NOT FOR CONSTRUCTION**  
 Drawn: Author Checked: Checker  
 Project No. 17-164  
 Date: 02.14.18

**PHASE 2 SITE LAYOUT**



01 02 03 04 05 06 07 08 09 10 11 12 13 14



Architecture + Design  
MO License No. 000720  
1629 Walnut  
Kansas City, Missouri 64108  
p. 816 300 0300  
helixkc.com

This media should NOT be considered a certified document unless sealed, signed and dated by the design professional

Licensee's Name  
Licensee's Discipline  
License Number

Civil Engineer  
SK Design Group  
4600 College Boulevard  
Suite 100  
Overland Park, KS 66211  
p. 913.451.1818

KCAI Master Plan  
Development  
Kansas City Art Institute  
4415 Warwick Blvd  
Kansas City, MO 64111

Master Plan Documents

Revisions:  
**PRELIMINARY NOT FOR CONSTRUCTION**


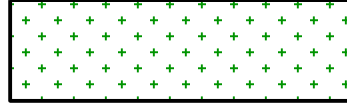
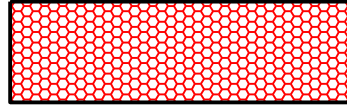
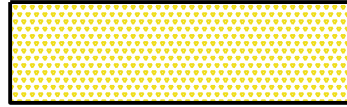
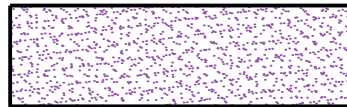
Drawn: Author Checked: Checker

Project No. 17-164  
Date: 02.14.18

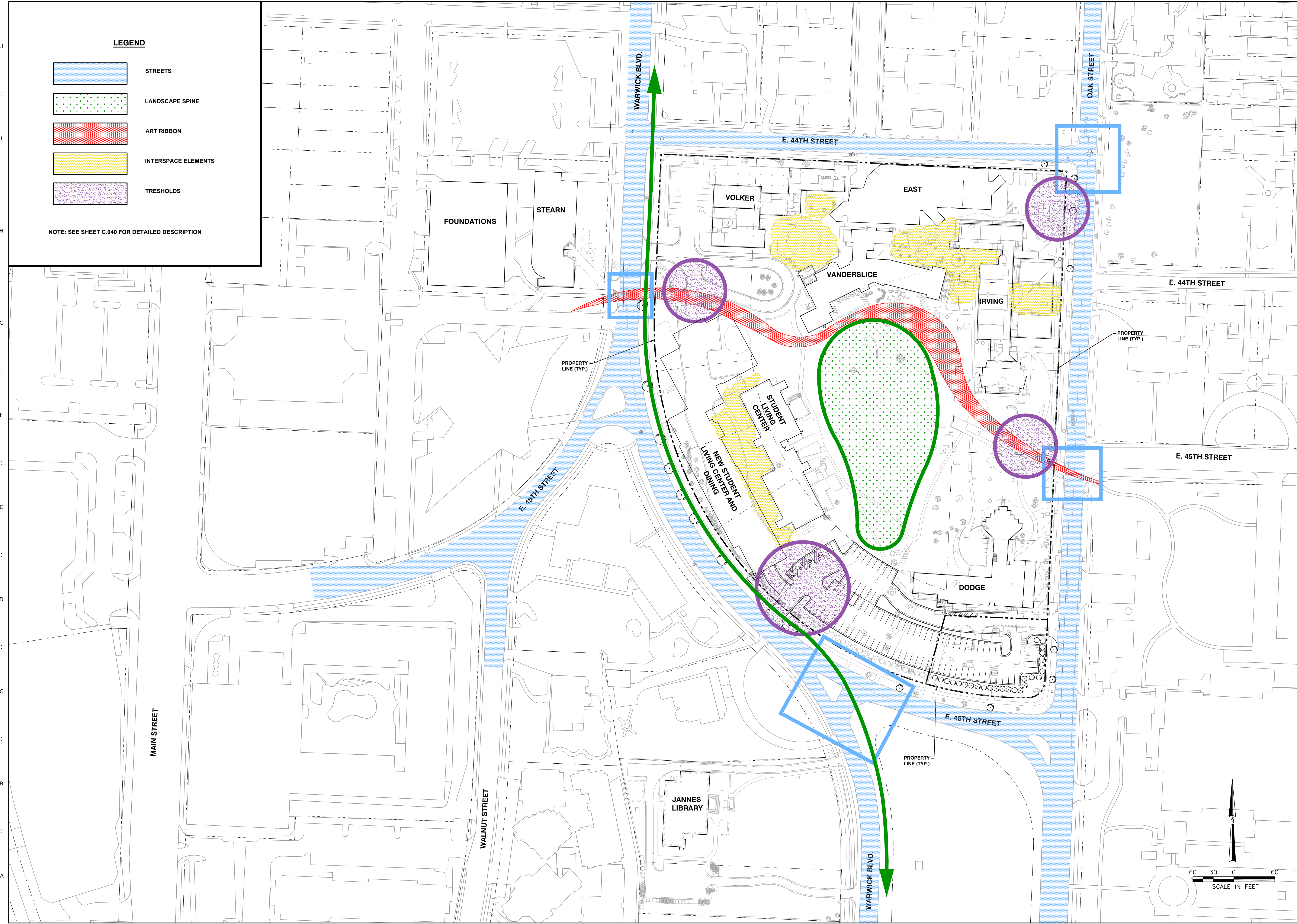
**CONCEPTUAL LANDSCAPE MASTER PLAN C.030**

Copyright © 2017 Helix

**LEGEND**

-  STREETS
-  LANDSCAPE SPINE
-  ART RIBBON
-  INTERSPACE ELEMENTS
-  TRESHOLDS

NOTE: SEE SHEET C.040 FOR DETAILED DESCRIPTION



MAIN STREET

WALNUT STREET

WARWICK BLVD.

E. 44TH STREET

OAK STREET

E. 45TH STREET

E. 45TH STREET

E. 44TH STREET

E. 45TH STREET

JANNES LIBRARY

VOLKER

EAST

VANDERSLICE

IRVING

DODGE

FOUNDATIONS

STEARN

STUDENT LIVING CENTER

NEW STUDENT LIVING CENTER AND DINING

PROPERTY LINE (TYP.)

PROPERTY LINE (TYP.)

PROPERTY LINE (TYP.)

SCALE IN FEET